
# 9th DISTRICT LOCAL NOTICE TO MARINERS
## 49/04 WEEKLY EDITION 2004
**23 November 2004**

**Issued by: Commander (oan)**
**Ninth Coast Guard District**
**1240 East Ninth Street,**
**Cleveland, OH 44199-2060**
**Telephone: (216) 902-6069**

**Numbers within brackets [ / ] refer to the LNM where information was first printed. Direct questions about this LNM to the above address. The Weekly Supplemental editions of the Local Notice to Mariners contain only information subsequent to the issue date of the Monthly edition. To ensure having complete information concerning the waterways within the Ninth Coast Guard District, consult Monthly Edition 46/04.**

*District Nine Internet Address* http://www.uscg.mil/d9/uscgd9.html
** NIS watchstander, 24 hours a day at (703) 313-5900 ** **Internet Address** http://www.navcen.uscg.gov/
Light List Reference: Commandant Publication P16502.7, VOL VII, 2004 Edition / Coast Pilot Reference: 2004 U.S. Coast Pilot 6 Great Lakes 34th Edition
Coast Pilot Corrections Reference download web page: http://nauticalcharts.noaa.gov/nsd/cpdownload.htm
The Local Notice to Mariners is available on the Internet at http://www.navcen.uscg.gov/lnm/d9/default.htm. You will also have links to other government agencies' web pages including the US Army Corps of Engineers and the National Ocean Service.
**REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT**

The Ninth District and all Group offices for their areas of responsibility issue a ***BROADCAST NOTICE TO MARINERS***.
The following *Broadcast Notice to Mariners* have been incorporated into this week's Local Notice to Mariners:

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Group Buffalo, NY** | B160-04 | through | B161-04 | **Ninth District** | C082-04 | through | C082-04 |
| **Group Detroit, MI** | D229-04 | through | D231-04 | **Group Grand Haven, MI** | G124-04 | through | G124-04 |
| **Group Milwaukee, WI** | M302-04 | through | M303-04 | **Group Sault Ste Marie, MI** | S209-04 | through | S209-04 |

## I. SPECIAL NOTICES

**U.S. COAST PILOT 6 – 2004 (34th) Edition – Change No. 14**
Changes No. 17 and 18 to the U.S. Coast Pilot 6, Great Lakes 2004 34th Edition can be found in Enclosure (1) or at: http://nauticalcharts.noaa.gov/nsd/cpdownload.htm [49/04]

**USACE NOTICE TO NAVIGATION INTERESTS**
The following Federal Channels have conditional surveys recently completed and can be seen at the USACE Detroit District web site at http://www.lre.usace.army.mil/OandM/o&m.html, the USACE Chicago District website at: http://www.lrc.usace.army.mil, and the USACE Buffalo District website at: http://www.lrb.usace.army.mil/waterways/survey/survey.html
White Lake Harbor, MI Holland Harbor, MI [49/04]

**LAKE ONTARIO – Owego Harbor NY West Channel Buoys Decommissionings – Chart 148143**
The US Coast Guard has decommissioned West Channel Buoys 3, 5, 7 (LLNR 's 2110, 2115, 2120 respectively) [49/04]

**CLOSING OF THE 2004 NAVIGATION SEASON – Seaway Notice 13 - 2004**
CLOSING OF THE 2004 NAVIGATION SEASON
Mariners are reminded that there is always a possibility that severe climatic conditions may occur during the closing period. Should this happen, there is a chance that the dates outlined below, for the Montreal-Lake Ontario Section or the Welland Canal, may not be met.
**Closing Dates**
**Montreal-Lake Ontario Section**
The clearance date for the 2004 navigation season is 23:59 hours, December 20.
The Corporations have decided to **waive** the operational surcharges on December 21, 22, 23 and 24.
Any transit of the Montreal-Lake Ontario section of the Seaway after 23:59 hours, December 24, if permitted, will be subject to prior written agreement. Arrangements are to be made at our St. Lambert office.
Vessels will be allowed to transit St. Lambert Lock up to 23:59 hours December 29th weather and operating conditions permitting.
**Welland Canal**
The closing of the Welland Canal is scheduled to take place at 23:59 hours on December 26th.
Any transits of the Welland Canal after 23:59 hours, December 26th, if permitted, will be subject to prior written agreement. Arrangements are to be made at our St. Catharines office.
Vessels will be allowed to transit the Welland Canal up to 23:59 hours December 29th weather and operating conditions permitting.
**Sault Ste. Marie Locks and Canal (United States)**
The official closing date for the Sault Ste. Marie Locks (U.S.A.) is 2400 hours January 15, 2005.
**Ports East of Montreal**
Vessel owners and operators are advised that there are a number of ports east of the Seaway (St. Lambert Lock) on the St. Lawrence River that remain open to navigation during the winter months.
*Note that the Seaway Practices and Procedure (Seaway Handbook), Part X, Section 96 and 97 outline the Navigation Closing Procedures.*

**Detailed Closing Procedures**

For the 2004 navigation season, the Seaway entities have agreed to apply the closing procedures outlined below. In these procedures, the following definitions are used:

a. The closing period: the period beginning December 1 and continuing until the last ship has completed its transit.

b. During the closing period, the following procedures will be in effect:

**Reporting**

a. Commencing at 0001 hours, December 1 and for the duration of the closing period, each **upbound** ship entering the Seaway at CIP 2 or departing upbound from a port, dock, wharf or anchorage in the Montreal/Lake Ontario Section must declare the furthermost destination of its voyage.

b. Commencing at 0001 hours, December 17 and for the duration of the closing period, each **downbound** ship entering traffic control Sector 4 at mid-Lake Ontario must declare the furthermost St. Lawrence River destination of its voyage, along with all intermediate destinations.

Regarding a) and b) above, each ship must advise the nearest traffic control centre of any changes in these destinations.

**2. Upbound Ships With Destinations Above Port Colborne**

a. A ship which enters the Seaway System upbound at CIP 2 after 2400 hours on December 9 and transits above Port Colborne shall be designated a '**wintering ship**'.

b. A '**wintering ship**' wishing to return downbound through the Montreal/Lake Ontario Section will be granted downbound transit privileges only if, in the opinion of the Manager and the Corporation, such transit can be accomplished safely and without interfering with the orderly and timely transit of any ship not designated as a '**wintering ship**' or without otherwise disrupting the system.

c. A '**wintering ship**' wishing to return downbound through the Montreal/Lake Ontario Section must give notification of such intent to the Manager or Corporation at least 48 hours prior to arriving at CIP 16 (Port Colborne).

d. If a '**wintering ship**' is granted downbound transit privileges through the Montreal/Lake Ontario Section, it will be subject to the following:

A '**wintering ship**' will yield, whenever required to do so by the Manager or the Corporation, its downbound order of turn at Port Colborne (CIP 16) and in the area from Cape Vincent to Prescott anchorage in favour of ships which are not designated as 'wintering ship'.

The application of sub-paragraph (i) above shall not excuse a '**wintering ship**' from liability for the post-clearance-date operational surcharges as specified in the St. Lawrence Seaway Tariff of Tolls.

e. A '**wintering ship**' will be required to accept and acknowledge that a downbound transit is not assured, and that the Manager and the Corporation make no representation whatsoever as to their ability to successfully transit the ship downbound through the Montreal/Lake Ontario Section.

**3. Acceptance For Transit Through The Montreal/Lake Ontario Section Without Special Agreements**

a. Upbound ships not otherwise restricted will be accepted for transit through the Montreal/Lake Ontario Section at Cap St. Michel up to 23:59 hours, December 24th.

b. Downbound ships not otherwise restricted will be accepted for transit through the Montreal/Lake Ontario Section at calling-in point Cape Vincent up to 23:59 hours, December 24th.

c. Ships, which have complied with these clearance dates call-in procedures, will be cleared through the system, operating conditions permitting. '**Operating conditions**' means all conditions that affect or may affect the operation and maintenance of the Montreal/Lake Ontario Section of the Seaway as determined by the Seaway entities.

**4. Acceptance For Transit Through The Montreal-Lake Ontario Section Under Special Agreements**

Transits under special agreement will be allowed only if, in the judgement of both Seaway entities, operating conditions permit. This applies to:

a) Any and all ships which report at the designated call-in points at Cap St. Michel and Cape Vincent after 23:59 hours, December 24th, and,

b) Any and all ships that are at a port, dock or wharf in the Cap St. Michel to Cape Vincent section of the Seaway reporting for transit after 23:59 hours, December 24th.

**5. Transit Restrictions (Draft and Power to Length Ratio)**

Unique ice conditions are encountered in the St. Lambert-Iroquois segment. To reduce the problem of lengthy delays caused by ships operating in ice, the following restrictions will apply during the closing period.

a. After 0001 hours on December 7, ships in the following categories will not be accepted for transit between St. Lambert and Iroquois Locks:

**Upbound**

i. Ships with a power to length ratio of less than 20:1 (kW/metre);

ii. Ships with a forward draft of less than 40 dm.

**Downbound**

i. Ships with a power to length ratio of less than 15:1 (kW/metre);

ii. Ships with a forward draft of less than 20 dm.

b. After 0001 hours on December 12, ships in the following categories will not be accepted for transit between St. Lambert and Iroquois Locks:

**Upbound**

i. Ships with a power to length ratio of less than 24:1 (kW/metre);

ii. Ships with a forward draft of less than 50 dm.

**Downbound**

i. Ships with a power to length ratio of less than 15:1 (kW/metre);

ii. Ships with a forward draft of less than 25 dm.

c. In all cases, the draft is to be sufficient to have the propeller fully submerged.

d. The draft limitations referred to in a) and b) do not apply to tugs.

e. Subject to approval, ship operators may utilise a tug of a minimum of 3000 HP to augment the power of a ship not meeting the requirements as specified above. In calculating the ship's power to length ratio, 50% of the tug's horsepower can be added to the ship's power.

f. For determining the power to length ratio, the information contained in the Lloyd's Register will be used.

g. Ship operators should note that compliance with the above restrictions does not assure transit and that the Seaway entities may increase or decrease the restrictions as ice or other conditions dictate. These changes will be announced as early as practical, but in no case later than 24 hours before they go into effect.

November 17, 2004

The Saint Lawrence Seaway Notices may be seen at the following internet address: http://www.greatlakes-seaway.com/en/home.html [49/04]

**LAKE ERIE - Fairport Harbor – Shoaling – Chart 14837**

Shoaling has been reported in the vicinity of the Western Approach to the Fairport Harbor Breakwaters. In posit 41-46.248N, 081-16.824W, depth was reported to be 18ft. All mariners are urged to use caution while transiting the area. [43/04]

**ST. MARYS RIVER – Munuscong Lake to Sault Ste Marie – 14883,14884**

The US Army Corps of Engineers have located shoaling in the vicinity of the Bayfield Dike Light. Shoals as much as 1.5 ft above the project depth of 28 ft have been observed. The shoaling area is located approximately 850 feet west of the Bayfield Dike Light, 500 feet long and 40 feet towards the channel. Mariners are advised to us caution when transiting this area. [34/04]

**ST. MARYS RIVER, MI – Drummond Island – Fallen Crane – Chart 14882**

The Coast Guard has reported a fallen crane located southeast of the opening to the St. Marys River at position 45°55'9.72"N, 083°49'31.74"W. All Mariners are advised to use caution while transiting the area. [49/04]

## II. DISCREPANCIES IN AIDS TO NAVIGATION as of 1000 November 23, 2004

This section lists all changes to discrepancies. The following abbreviations are used:

| | | | | | |
|---|---|---|---|---|---|
| B | Buoy | BKW | Breakwater | (C) | Canadian Aid |
| CHL | Channel | DAM | Damaged | DAYBD | Dayboard |
| DBN | Daybeacon | DECOM | Decommissioned | DISCON | Discontinued |
| ENT | Entrance | ESTB | Established | EXT | Extinguished |
| F/S | Fog Signal | HBR | Harbor | IMCH | Improper Characteristic |
| INOP | Inoperative | JCT | Junction | LB | Lighted Buoy |
| LBB | Lighted Bell Buoy | LGB | Lighted Gong Buoy | LHB | Lighted Horn Buoy |
| LIB | Lighted Ice Buoy | LT | Light | LWP | Left Watching Properly |
| OBST | Obstruction | OFFSTA | Off Station | MSLDG | Misleading |
| (P) | Private Aid | PARSUB | Partially Submerged | PAROBSC | Partially Obscured |
| PHD | Pierhead | RBN | Radiobeacon | RAC | Racon |
| DIM | Reduced Intensity | RELDRG | Relocated for dredging | RELSHL | Relocated for Shoaling |
| RELCON | Relocated for Construction | RF | Range Front | RPTD | Reported |
| RR | Range Rear | (SLS) | St. Lawrence Seaway Devel Corp | SND CONT | Sounding Continuously |
| TRUB | Temporarily Replaced With A B | TRLB | Temporarily Replaced With A LB | TRLT | Temporarily Replaced With A Light |
| W/M | Winter Mark | | | | |

### A. RECENT DISCREPANCIES

| LLNR | Name of aid | Status | Charts Affected | BNM Ref. | LNM Ref. |
|---|---|---|---|---|---|
| 2735 | BUFFALO RVR JNC LB BR | LT DIM | 14833 | B161-04 | 49/04 |
| 3450 | DUNKIRK HBR B 9 | OFFSTA | 14823 | B089-04 | 15/04 |
| 5170 | BAY PT SHL LB | LT DIM | 14844 | D201-04 | 41/04 |
| 5825 | ERIE PROVING GRND B K | OFFSTA | 14830 | | 44/04 |
| 6015 | COOLEY CNL FR LT (P) | LT EXT | 14846 | | 43/04 |
| 6245 | MAUMEE RIVER DISPOSAL AREA LT A (P) | LT EXT | 14847 | D231-04 | 49/04 |
| 6250 | MAUMEE RIVER DISPOSAL AREA LT B (P) | LT EXT | 14847 | D231-04 | 49/04 |
| 11505 | NORDMEER WRK LB WR1 | RACON INOP | 14864 | S140-04 | 30/04 |
| 14155 | LITTLE RAPIDS CUT LB 105 | LT EXT | 14883 | | 47/04 |
| 14550 | GRAND MARAIS HBR OF RFG OUT LT | F/S INOP | 14962 | S147-04 | 31/04 |
| 18915 | CONSUMERS POWER CO LT 3 (P) | LT EXT | 14934 | G124-04 | 48/04 |
| 19790 | CHICAGO LAKEFRNT NE SHL LB 2 | RACON INOP | 14927 | M303-04 | 49/04 |
| 19875 | JACKSON PARK HBR OUTER LT 2 (P) | LT EXT | 14927 | M191-04 | 33/04 |
| 19880 | JACKSON PARK HBR OUTER LT 4 (P) | LT EXT | 14927 | M191-04 | 33/04 |
| 19895 | 59TH ST YACHT HBR S PIER LT (P) | LT EXT | 14926 | M276-04 | 43/04 |
| 19900 | 59TH ST YACHT HBR N PIER LT (P) | LT EXT | 14926 | M278-04 | 43/04 |
| 20080 | DIVERSEY HBR ENTR N BKW LT (P) | LT EXT | 14928 | M241-04 | 38/04 |
| 20095 | BELMONT HBR INNER LT (P) | LT EXT | 14928 | M245-04 | 38/04 |
| 20105 | MONTROSE BKW LT (P) | LT EXT | 14926 | M281-04 | 44/04 |

### B. DISCREPANCIES CORRECTED

| LLNR | Name of aid | Status | Charts Affected | BNM Ref. | LNM Ref. |
|---|---|---|---|---|---|

NONE.

## III. TEMPORARY CHANGES IN AIDS TO NAVIGATION as of 1000 November 23, 2004

### A. TEMPORARY CHANGES

| LLNR | Name of aid | Status | Charts Affected | BNM Ref. | LNM Ref. |
|---|---|---|---|---|---|
| 4350 | LORAIN HBR LT 6 | TEMP RELCON | 14841 | | 35/03 |
| 6450 | LUNA PIER MARINA BKW LT 1 (P) | TEMP DISCON | 14846 | D224-01 | 23/01 |
| 6455 | LUNA PIER MARINA BKW LT 2 (P) | TEMP DISCON | 14846 | D224-01 | 23/01 |
| 14540 | LITTLE LAKE HBR LT 2 | TEMP DISCON | 14962 | S046-03 | 06/03 |
| 19002 | GRAND RIVER B 3B | TEMP ESTB | 14933 | | 26/04 |
| 21305 | PLUM ISL FR LT | TEMP LT DIM/CHAR CHNG TO Q FL | 14909 | M231-04 | 33/04 |
| 21310 | PLUM ISL RR LT | TEMP LT DIM/CHAR CHNG FL 4s | 14909 | M230-04 | 33/04 |
| 21591 | LITTLE FISHDAM RIVER ACCESS LT (P) | TEMP DISCON | 14908 | M050-01 | 09/02 |

### B. RECENT TEMPORARY CHANGES CORRECTIONS

| LLNR | Name of aid | Status | Charts Affected | BNM Ref. | LNM Ref. |
|---|---|---|---|---|---|
| 2335 | GENESEE RIVER TURN BSN B 2 | DECOMMISSIONED | 14815 | B096-04 | 28/04 |
| 2337 | GENESEE RIVER LB 4 | DECOMMISSIONED | 14815 | B095-04 | 28/04 |

## IV. CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number. The correction listed pertains to that chart only. It is up to the mariner to decide what charts are to be corrected. The following example explains the individual elements of a typical correction.

| Chart number | Chart edition | Edition date | Last Local Notice to Mariners | Reference datum | Source Agency of correction | Current Notice to Mariners |
|---|---|---|---|---|---|---|
| **14922** | 17th ed. | 4/25/92 | Last LNM 12/93 | NAD 83 | (CGD9) | 17/93 |
| | **MANITOWOC AND SHEBOYGAN HARBORS** | | | | | |
| | Change | Manitowoc South Breakwater Light to "3" Fl G 2.5s, 37ft 8 StM | | | 44-05-29.00N | 087-38-37.00W |
| | **Corrective action** | **Object of corrective action** | | | **Position** | |

The letter (**M**) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000° true. Bearings of light sectors are toward the light from lakeward.

| | | | | | | |
|---|---|---|---|---|---|---|
| **14915** | 25th ed. | April 2003 | Last LNM 10/03 | NAD 83 | (CGD9) | 49/04 |
| | **LITTLE BAY DE NOC** | | | | | |
| | Add | G "1" Fl G 4s | | | 45-46-34.20N | 087-03-21.00W |
| | | R "2" Fl R 4s | | | 45-46-35.40N | 087-03-19.20W |
| **14932** | 23rd ed. | Apr 2003 | Last LNM 26/04 | NAD 83 | (NOS NW -8535) | 49/04 |
| | **HOLLAND HARBOR** | | | | | |
| | Add | 19 ft sounding at | | | 42-46-23.50N | 086-11-37.20W |
| | Change | depth legend to: 15 FT SEP 2004 centered at | | | 42-47-31.70N | 086-07-08.20W |
| | depth legend to: 12 FT SEP 2004 centered at | | | 42-47-31.27N | 086-07-05.40W | |
| **14975** | 33rd ed. | 10/02 | Last LNM 42/04 | NAD 83 | (NOS NW -8489) | 49/04 |
| | **DULUTH-SUPERIOR HARBOR** | | | | | |
| | Delete | wreckage with blue tint and label: Wk centered at | | | 46-45-29.00N | 092-05-28.70W |

## V. ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION

**Lake Ontario - Black River Bay – Signal Change – Charts 14811**

The Coast Guard will be changing the characteristics on Sackets Harbor LT (LLNR 1850) to FL W 2.5s. and the dayboards to non-lateral marks. In conjunction with this change the Coast Guard will be establishing a lighted buoy in posit 43°56'30.95"N, 076°07'11.89"W with a Fl R 4s characteristic to mark the NW shoal of Horse Island. [17/04]

**Lake Ontario – Oswego Harbor NY – West Channel Buoy Decommissioning Dates – Chart 14813**

The Coast Guard has changed Oswego Harbor West Channel Buoys 3, 5, 7 (LLNR's 2110, 2115, 2120 respectively) from annuals to seasonals with a Decommissioning date of 01 Nov and a Commissioning date of 14 May [49/04]

**Upper Niagara River – Grand Isle Range Lights – Charts 14822 and 14832**

The Coast Guard will be changing the Grand Island Range Lights LLNR's 3075 and 3080 to a Precision Direction Light. The change will involve disestablishing Grand Island Rear Range Light LLNR 3080, installing a Green/White/Red Sectored light on Grand Island Front Range Light LLNR 3075 and renaming the Light; Grand Island Precision Sector Light. The white sector will indicate the center of the channel and the colored sectors will correspond to the red and green sides of the channel. [31/03]

## VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

**Lake Erie – Upper Niagara River – Chart 14832**

ANT Buffalo Decomm realignment

The following is the proposed realignment of the buoy decommissioning dates for the Buffalo Area of Operation.

We propose moving the following buoy's decomm dates from 7 Dec to 15 Nov:

Niagara River Lighted Buoy 47 (LLNR 3255) no W/M
Niagara River Lighted Buoy 45 (LLNR 3250) no W/M
Niagara River Lighted Buoy 43 (LLNR 3245) no W/M
Niagara River Lighted Buoy 42 (LLNR 3243) no W/M
Niagara River Lighted Buoy 41 (LLNR 3240) no W/M
Niagara River Lighted Buoy 39 (LLNR 3235) no W/M

We propose moving the following buoy's decomm dates from 21 Dec to 7 Dec:

Strawberry Island Lighted buoy 15 (LLNR 3091) W/M
Strawberry Island Lighted buoy 14 (LLNR 3090) no W/M
Strawberry Island Lighted buoy 11 (LLNR 3045) W/M
Strawberry Island buoy 10 (LLNR 3040) no W/M
Strawberry Island buoy 9 (LLNR 3035) no W/M

We propose making the following buoy annual:

Strawberry Island buoy 18 (LLNR 3110) no W/M [45/04]

**Lake Erie – South Shore of Lake Erie – Chart 14842**

The Coast Guard is proposing to...

| | |
|---|---|
| Disestablish | Sandusky Bay Channel Buoy 1 (LLNR 5035) |
| | Sandusky Bay Channel Buoy 5 (LLNR 5050) |
| | Sandusky Bay Channel Buoy 6 (LLNR 5055) |
| | Sandusky Bay Channel Buoy 7 (LLNR 5060) |
| | Muddy Creek Buoy 10 (LLNR 5075) |
| | Muddy Creek Buoy 11 (LLNR 5080) |
| | Sandusky Bay Channel Buoy 16 (LLNR 5097) |
| | Sandusky Bay Channel Buoy 19 (LLNR 5105) |
| | Sandusky Bay Channel Buoy 22 (LLNR 5111) |
| | Sandusky Bay Channel Buoy 25 (LLNR 5125) |
| Change | Sandusky Bay Channel Buoy 3 (LLNR 5040) to Muddy Creek Bay Buoy 1 (LLNR 5035) |
| | Sandusky Bay Channel Buoy 4 (LLNR 5045) to Muddy Creek Bay Buoy 2 (LLNR 5040) |
| Rename | Muddy Creek Buoy 8 (LLNR 5065) to Muddy Creek Bay Buoy 6 (LLNR 5060) |
| | Muddy Creek Buoy 9 (LLNR 5070) to Muddy Creek Bay Buoy 9 (LLNR 5075) [45/04] |

**Lake Huron – Considered Disestablishment – Chart 14864**
The Coast Guard is considering disestablishment of Sturgeon Point Light (LLNR 11345). The Lighthouse and associated building will be transferred under the National Historic Lighthouse Preservation Act. [37/04]

**Lake Huron - Harbor Beach Light, On-Demand Fog Signal - Chart 14862**
The Coast Guard is proposing to solarize and install an on-demand fog signal system in Harbor Beach Light (LLNR 10130). This system, once installed can be activated with VHF radio. Once energized the fog signal will sound for 30 minutes or until being turned off with a VHF radio. The radio channel for activation is TBD. Energize the fog signal by keying VHF microphone on channel 79 five times. The changes would occur in May 2005. [45/04]

**Lake Michigan – Muskegon Lake – Chart 14934**
MUSKEGON S BKW LIGHT (LLNR 18705) reduce light range from 7 to 5 miles. Energize the fog signal by keying VHF microphone on channel 79 five times. The changes would occur in May 2005. [49/04]

*For any comments or questions on these proposed changes please contact LTJG Hall of the Ninth District Aids to Navigation office at (216) 902-6066.*

## VII. GENERAL NOTICES

**LAKE ERIE – Erie Harbor – Waterways Analysis and Management System Study – Chart 14835**
The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Erie Harbor Waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:
Commanding Officer
**USCGC Hollyhock (WLB-214)**
P. O. Box 610786
Foot of Lincoln Ave.
Port Huron, MI 48061-0786
Phone: (810) 982-2684 [37/04]

***** REVISED LNM 48/04 *****
**LAKE ERIE - OH - Maumee River, Bridge Closure for Rehabilitation, Chart 14847**
The Martin Luther King Memorial Bridge, at Mile 4.3 over the Maumee River, Toledo, Ohio, is scheduled for rehabilitation from January 17 until **March 7, 2005.** During this period, the bridge will be secured to masted navigation. [48/04]

**LAKE ERIE – OH – Cleveland – Cement Distribution – Chart 14839**
Lafarge North America will be conduction cement distribution at 2500 Elm Ave, Cleveland, OH commencing 19 November 2004 and completing work on 26 November 2004. The hours of Operation will be 24 hours per day 7 days a week. The LUDTKE ENGINEERING may be contacted on VHF-FM channels 16 and 13. For further information, contact Mr. Craig Havener at (216) 781-9330. [49/04]

**LAKE ERIE – OH – Ashtabula Harbor, Winter Bridge Operating Schedule, Chart 14836**
Fifth Street Bridge, at Mile 1.38 over Ashtabula River, will open for passing vessels if at least 12-hours advance notice is provided prior to intended time of passage between December 15, 2004 and April 1, 2005. Advance notice may be provided by calling the Ashtabula County Highway Garage at (440) 576-2816, Maintenance Superintendent at (440) 576-9868, Bridge Engineer at (440) 997-5339 or County Engineer 440-858-9642. [49/04]

**LAKE ERIE - OH - Maumee River, Bridge Closure for Rehabilitation, Chart 14847**
The CSX Railroad Bridge, at Mile 1.07 over the Maumee River, is scheduled for rehabilitation from January 31 until February 7, 2005. During this period, the bridge will be secured to masted navigation. [49/04]

**DETROIT RIVER – East and West Channel – Waterways Analysis and Management System Study – Chart 14848**
The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Detroit River East and West Channel Waterways. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:
Commander
**U. S. Coast Guard Group**
110 Mt. Elliot Ave.
Detroit, MI 48204-4380
ATTN: ATON Officer
Phone: (313) 568-9523 [37/04]

**LAKE HURON – Alpena Harbor – Waterways Analysis and Management System Study – Chart 14864**
The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Alpena Harbor Waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:
Commanding Officer
**USCGC Acacia (WLB-406)**
109 Bridge Park Drive
Charlevoix, MI 49720-9999
Phone: (231) 547-4447 [37/04]

**LAKE MICHIGAN - IL – Calumet Harbor - Cal-Sag Channel, Chart 14926**
Bridge demolition on the I-294 (Tri-State) Tollway Bridge at Mile 17.35 (Corp Mile 315.5) over the Cal-Sag Channel will require a 150' x 60' work barge to be in the channel under the bridge from 0700 until 1530, Monday through Friday, from November 22 through December 24, 2004. The barge will move for vessels that provide 30-minute advance notice. After 1530, the barge will be moved to the south bank of the channel, east of the work zone and will be marked with navigation lights. Mariners are requested to transit at slower than normal speed and may provide 30-minute advance notice on VHF-FM Channel 16. [48/04]

**LAKE MICHIGAN – Calumet, Indiana, and Chicago Harbor – Waterways Analysis and Management System Study – Chart 14928 and 14929**

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Calumet, Indiana and Chicago Harbor Waterways. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact: Commander

**U. S. Coast Guard Group**
2420 South Lincoln Memorial Dr.
Milwaukee, WI 53207-1997
ATTN: ATON Officer
Phone: (414) 747-7188 [37/04]

**LAKE MICHIGAN – WI – Green Bay – Chart 14902**

QBS Inc. will be conduction Mechanical Dredging in Green Bay, WI commencing 29 November 2004 and completing work on 31 December 2004. The hours of Operation will be 24 hours per day 7 days a week. The OJIBWAY may be contacted on VHF-FM channels 16, 18 and 10. Mariners are requested to pay special attention to buoys and required day and night shapes on dredge, tug boats pushing scows. For further information, contact Cathy McCoy at (616)-949-4777 or pm (616) 698-6596. [49/04]

**LAKE MICHIGAN - WI - Green Bay Harbor, Winter Bridge Operating Schedule, Chart 14918**

The Canadian National/Wisconsin Central Bridges, at Mile 1.03 and Mile 3.31 over Fox River will open for passing vessels if at least 12-hours advance notice is provided prior to intended time of passage between December 15, 2004, and April 1, 2005. Advance notice may be provided on a 24-basis by calling (920) 436-5925. [49/04]

**SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT**

The LNM column is where the entry originally appeared and where detailed information may be obtained. The dates listed for completions are tentative.

| Location | LNM | Subject | Hours / Days | Until |
|---|---|---|---|---|
| **NEW YORK STATE CANAL** | | | | |
| Oriskany to Utica, NY | 34/03 | CANAL WAY TRAIL SYSTEM | 0700-1700/ MON - FRI | 31 DEC 04 |
| **LAKE ONTARIO** | | | | |
| Rochester, NY | 41/03-25/04 | BRIDGE CONSTRUCTION | 0700-1630/ MON - FRI | 2004 NAV SEASON |
| Irondequoit Bay, NY | 45/04 | BRIDGE CLOSURE | VARIOUS | 31 MAR 05 |
| **LAKE ERIE** | | | | |
| Buffalo Harbor, NY | 41/03 | BRIDGE MAINTENANCE | 24 HRS/ 7 DAYS A WK | 2004 NAV SEASON |
| Cleveland, OH | 14/03-17/04 | PILE DRIVING, EXCAVATION, ETC. | 24 HRS/ 7 DAYS A WK | DEC 04 |
| Cleveland Harbor, OH | 12/04 | PILE DRIVING, EXCAVATION, PIPE INSTALL | 24 HRS/ 7 DAYS A WK | 31 DEC 04 |
| Lorain Harbor, OH | 34/03 | WEST PIER REHABILITATION | DAWN-DUSK/ MON - FRI | 31 DEC 04 |
| Toledo, OH | 41/03 | BRIDGE CONSTRUCTION | 24 HRS/ 7 DAYS A WK | 2004 NAV SEASON |
| Cleveland, OH | 34/04 | DREDGING | VARIOUS | 03 JUN 07 |
| Erie Harbor, PA | 37/04 | WAMS ANALYSIS | VARIOUS | TBD |
| Black Rock Lock, NY | 39/04 | DREDGING | VARIOUS | TBD |
| Toledo, OH | 43/04 | BASCULE REPLACEMENT | VARIOUS | 07 MAR 05 |
| Maumee River, OH | 43/04-45/04 | BRIDGE CLOSURE | VARIOUS | 07 MAR 05 |
| Buffalo Harbor, NY | 28,35,47/04 | BRIDGE MAINTENENACE | VARIOUS | 31 JUL 05 |
| Maumee River, OH | 48/04 | BRIDGE CLOSURE FOR REHABILITATION | VARIOUS | 07 MAR 05 |
| Cleveland, OH | 49/04 | CEMENT DISTRIBUTION | 24 HRS/ 7 DAYS A WK | 26 NOV 04 |
| Ashtabula Harbor, OH | 49/04 | WINTER BRIDGE OPERATING SCHEDULE | VARIOUS | 01 APR 05 |
| Maumee River, OH | 49/04 | BRIDGE CLOSURE FOR REHABILITATION | VARIOUS | 07 FEB 05 |
| **DETROIT RIVER** | | | | |
| Fleming Channel, MI | 25/04 | BARGE OPERATIONS | 24 HRS/ 7 DAYS A WK | TBD |
| East and West Channel | 37/04 | WAMS ANALYSIS | VARIOUS | TBD |
| **ST CLAIR RIVER** | | | | |
| Pine River, MI | 44/04-45/04 | SUBMARINE CABLE REPLACEMENT | 0700-1700/MON-SAT | 15 MAR 05 |
| St. Clair Shores, MI | 47/04 | DREDGING AND TRANSPORT OF DREDGED SPOILS | 0700-1800/MON-SAT | 31 DEC 04 |
| **LAKE HURON** | | | | |
| Alpena Harbor, MI | 37/04 | WAMS ANALYSIS | VARIOUS | TBD |
| **LAKE MICHIGAN** | | | | |
| Manistee Harbor, MI | 35/04 | BRIDGE MAINTENANCE AND CLOSURE | 24 HRS/ 7 DAYS A WK | 30 APR 05 |
| Beaver Island, MI | 40/04 | MOORING FACILITY RENOVATIONS | 0700-1900/7 DAYS A WK | 31 DEC 04 |
| Muskegon Harbor, MI | 46/04 | MAINTENANCE DREDGING | 24 HRS/ 7 DAYS A WK | 30 NOV 04 |
| St. Joseph River, MI | 43/04 | REHABILITATION UPGRADES | VARIOUS | 15 MAR 06 |
| Indiana Harbor, IN | 28/04 | REPORTED OBSTRUCTION | 24 HRS/ 7 DAYS A WK | TBD |
| Chicago Harbor, IL | 22/04 | BRIDGE MAINTENANCE | 0730-1600/MON – FRI | 25 NOV 04 |
| Chicago Harbor, IL | 33/03-36/03 | BRIDGE MAINTENNANCE WORK | 0730-1600/ MON-FRI | 25 NOV 04 |
| Milwaukee Harbor, WI | 43/04 | WINTER BRIDGE OPERATING SHEDULE | VARIOUS | 01 APR 05 |
| Milwaukee Harbor, WI | 41/03 | BRIDGE DEMOLITION AND CONSTRUCTION | 0600-0800/ MON – FRI | 2004 NAV SEASON |
| Green Bay Harbor, WI | 47/04 | WINTER BRIDGE OPERATING SCHEDULE | VARIOUS | 01 APR 05 |
| Calumet Harbor, IL | 48/04 | BRIDGE DEMOLITION | 0700-1530/ MON – FRI | 24 DEC 04 |
| Green Bay, WI | 49/04 | MECHANICAL DREDGING | 24 HRS/ 7 DAYS A WK | 31 DEC 04 |
| Green Bay Harbor, WI | 49/04 | WINTER BRIDGE OPERATIONG SCHEDULE | VARIOUS | 01 APR 05 |
| **LAKE SUPERIOR** | | | | |
| Straits of Mackinac | 21/04 | BRIDGE MAINTENANCE - PAINTING | VARIOUS | DEC 06 |

## VIII. LIGHT LIST CORRECTIONS, VOL VII, GREAT LAKES

**(* Denotes the column in which a correction has been made or new information added.)**

| (1) No. | (2) Name and location | (3) Position | (4) Characteristic | (5) Height | (6) Range | (7) Structure | (8) Remarks |
|---|---|---|---|---|---|---|---|
| 2110 | -West Channel Buoy 3 | | | | | Green can. | Maintained from May 14 to Nov 1. * **49/04** |
| 2115 | -West Channel Buoy 5 | | | | | Green can. | Maintained from May 14 to Nov 1. * **49/04** |
| 2120 | -West Channel Buoy 7 | | | | | Green can. | Maintained from May 14 to Nov 1. * **49/04** |
| 10010 | *NOAA Lighted Weather Buoy 45008* | 44 16 30 N 82 24 54 W | **Fl (4) Y** 20s 1s fl 1.5s ec. 1s fl 1.5s ec. 1s fl 1.5s ec 1s fl 11.5s ec | | | Yellow disc-shaped hull | Replaced by can from Apr. 1 to Dec. 1 * **49/04** |
| 10745 | Bay City Yacht Club North Basin Buoy 1 | 43 38 37 N 83 51 00 W | | | | Green can. | Maintain from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 10746 | Bay City Yacht Club North Basin Buoy 2 | 43 38 37 N 83 51 00 W | | | | Red nun. | Maintained from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 10747 | Bay City Yacht Club North Basin Buoy 3 | | | | | Green can. | Maintained from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 10748 | Bay City Yacht Club North Basin Buoy 4 | | | | | Red nun. | Maintained from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 10749 | Bay City Yacht Club North Basin Buoy 5 | | | | | Green can. | Maintained from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 10750 | Bay City Yacht Club North Basin Buoy 6 | | | | | Red nun. | Maintained from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 10751 | Bay City Yacht Club South Basin Buoy 1 | 43 38 29 N 83 51 00 W | | | | Green can. | Maintained from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 10752 | Bay City Yacht Club South Basin Buoy 2 | 43 38 30 N 83 51 00 W | | | | Red nun | Maintained from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 10753 | Bay City Yacht Club South Basin Buoy 3 | | | | | Green can. | Maintained from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 10754 | Bay City Yacht Club South Basin Buoy 4 | | | | | Red nun. | Maintained from May 1 to Oct 15. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 21682 | Escanaba River Buoy 1 | 45 46 34 N 87 03 21 W | Fl G 4s | | | Green can. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 21682.1 | Escanaba River Buoy 2 | 45 46 35 N 87 03 19 W | Fl R 4s | | | Red nun. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |
| 21682.2 | Escanaba River Buoy 3 | | | | | Green can. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * **49/04** |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 21682.3 | Escanaba River Buoy 4 | | | | | | Red nun. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21682.4 | Escanaba River Buoy 5 | | | | | | Green can. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21682.5 | Escanaba River Buoy 6 | | | | | | Red nun. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21682.6 | Escanaba River Buoy 7 | | | | | | Green can. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21682.7 | Escanaba River Buoy 8 | | | | | | Red nuns. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21682.8 | Escanaba River Buoy 9 | | | | | | Green can. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21682.9 | Escanaba River Buoy 10 | | | | | | Red nuns. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21683 | Escanaba River Buoy 11 | | | | | | Green can. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21683.1 | Escanaba River Buoy 12 | | | | | | Red nuns. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21683.2 | Escanaba River Buoy 13 | | | | | | Green can. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21683.3 | Escanaba River Buoy 14 | | | | | | Red nuns. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21683.4 | Escanaba River Buoy 16 | | | | | | Red nuns. | Maintained from 01 May to 15 Nov. Private aid. |
| * | * | * | * | * | * | * | * | **49/04** |
| 21360 | -Channel Lighted Buoy 4 | 45 20 13 N 86 56 07 W | Fl R 4s | | | 4 | Red. | Replaced by nun from Nov. 7 to May 7. |
| | | * | | | | | | **49/04** |
| 21965 | Green Island Shoal Lighted Buoy 1 | 45 03 36 N 87 31 30 W | Fl G 4s | | | | Green. | Replaced by can from Nov. 14 to Apr. 21. Marks west side of shoal. |
| | | * | | | | | | * **49/04** |

**IX. ENCLOSURES**

(1) Change No. 17 and 18 to the U.S. Coast Pilot 6, Great Lakes 2004 34th Edition.
(2) Holland Harbor, MI – condition of the channel - chartlet

R J. PAPP, JR
Rear Admiral, U. S. Coast Guard
Commander, Ninth Coast Guard District

Coast Pilot 6 34th Ed 2004 Corrections

Page 331-Paragraph 209, lines 1-3; read:
In October 2003, the controlling depths were 2.9 feet in the right half and 8.8 feet in the left half of the entrance channel to the basin, thence depths of 9 to 10 feet were ...
(DD 4841)

Page 332-Paragraph 223, lines 6-9; read:
In June 2004, the controlling depths were 20 feet in the entrance to Lighted Buoy TB, thence 13.9 feet (15.5 feet at midchannel) to the Second Avenue bridge; thence in October 2002, 13.7 feet to the turning basin with 13 to 15 feet available in the basin, thence 10.5 feet just ...
(DD 3994; DDs 5400-01; LL/04)

Page 340-Paragraph 332, lines 5-8; read:
basin. Lights mark the ends of the breakwaters at the entrance. A seasonal private fog signal is at the outer end of the State Dock. In September 2004, the controlling depth was 9.5 feet with lesser depths along the S edge.
(DD 5578)

Page 357-Paragraph 107, lines 6-10; read:
mooring basin. In October 2003, the controlling depth was 10 feet in the channel between the breakwaters to the basin with 10 feet available in the basin (except for lesser depths to 5 feet along the E edge.)
A seasonal facility constructed by the city and ...
(DD 4842)

Page 377-Paragraph 334 through Paragraph 335, line 3; read:
In March-September 2004, the controlling depths were 17.5 feet (20.9 feet at midchannel) in the entrance and through the outer basin to Lake Macatawa; thence in October 2003-September 2004, 19.2 feet (20.4 feet at midchannel) to Superior Point, thence 16.2 feet (19.9 feet at midchannel) to the turning basin with 15 to 18 feet available in the basin, thence 12.8 feet (16.5 feet at midchannel) to the head of the project.
A dredged settling basin extends 900 feet upstream from the upper limit of the project in Macatawa River. In September 2004, the basin had depths of 2 to 6 feet.
(DDs 4986-89; DDs 5592-96)

Page 380-Paragraph 363, lines 4-7; read:
are marked by lights. In September 2004, the controlling depths were 11.3 feet (11.9 feet at midchannel) in the entrance and between the piers to the South Haven Municipal Marina, thence 7 feet (11.2 feet at ...
(DDs 5579-80)

Page 496-Paragraph 161; read:
In 1999-October 2003, the controlling depths were 15.7 feet (24.5 feet at midchannel) in the entrance and through the mouth of the Portage River to the harbor of refuge, with 21 to 25 feet available in the harbor, thence 20.2 feet (24.3 feet at midchannel) in the river channel to Portage Lake.
(DD 752; DD 2682; DDs 2686-88; DD 5040; DDs 5042-44)

Page 496-Paragraph 163, lines 13-15; read:
revetted dredge canal. In 2000-October 2003, the controlling depth was 16.8 feet (23.9 feet at midchannel) to the canal.
(DDs 1519-20; DD 2680; DDs 5033-39)

Page 497-Paragraph 173, lines 4-7; read:
to a basin, thence to the upper end of Portage Lake. In October 2003, the controlling depths were 17 feet (23.8 feet at midchannel) in the entrance and through the dredged canal to the basin, Lily Pond Harbor of Refuge, thence depths of 23 to 25 feet were available in the basin, thence 23.4 feet (24.7 feet at midchannel) to the upper end of Portage Lake. Mooring to the ...
(DDs 5030-33)

Coast Pilot 6 34th Ed 2004 Corrections

Page 271–Paragraph 620, lines 1-7; read:

**Swan Creek** is about 3 miles N of Stony Point. The entrance to the creek is marked by seasonal, private lighted and unlighted buoys and a **315°** lighted range. Inside the entrance, daybeacons mark the N limit of the channel. In 1977, a controlling depth of 2 feet was reported in the entrance channel. In 1985, an obstruction was reported in the entrance channel in about 41°58'32"N., 83°14'42"W. A **slow-no** ...

(40/04 CG9; LL/04; NOS 14846)

Page 272–Paragraph 630, line 6; read:

(41°37'44"N., 82°50'29"W.), 95 feet above the water, is ...

(37/04 CG9; LL/04)

Page 384–Paragraph 393, lines 7-10; read:

to the harbor, just inside the breakwaters. In August 2004, the controlling depth was 6.3 feet in the entrance to the mouth of the Galien River.

(DD 5500)

Page 433–Paragraph 764, lines 7-10; read:

channel leads to two inner basins. In August 2004, the controlling depths were 21 feet in the entrance to the outer basin, thence depths of 17 to 21 feet were available in the basin with 14 to 16 feet at the W end; ...

(DD 5504)

Page 442–Paragraph 849, lines 8-10; read:

2004, the controlling depths were 8.9 feet in the entrance to the outer harbor basin, thence 4 feet (4.5 feet at midchannel) through the mouth of the river to ...

(DD 5495)

Page 450–Paragraph 955, lines 1-9; read:

In July-August 2004, the controlling depths were 16.4 feet (20.9 feet at midchannel) in the entrance channel through the S end of Green Bay to the mouth of the Fox River (except for a large shoal area with a least depth of 1.3 feet in the right half of the channel in an area adjacent to Light 18 near the southern tip of Long Tail Point), thence 18.9 feet (21.3 feet at midchannel) to the Fox River Valley Railroad swing bridge (except for shoaling to 14 feet in the right outside quarter of the channel, about 0.4 mile below the Fox River Valley Railroad swing bridge); thence in May-August 2003, 5.7 feet (6.6 feet at ...

(DDs 5562-77)

Page 458–Paragraph 1028, lines 4-8; read:

by private lighted buoys. In August 2004, the controlling depth was 5.2 feet in the channel to the head of the project.

(DDs 5490-91; LL/04)

Page 459–Paragraph 1033, lines 4-6; read:

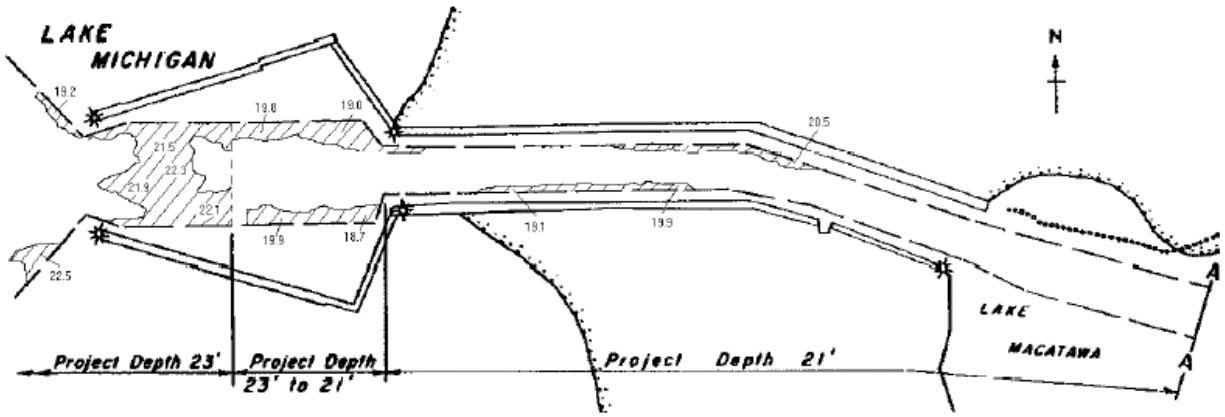
ruins on the N side of the entrance channel. In August 2004, the midchannel controlling depth was 4 feet to the mouth of ...

(DDs 5482-83)

Page 465–Paragraph 1118, lines 6-12; read:

and the pier are marked by lights. In August 2004, the controlling depths were 3.4 feet (4.1 feet at midchannel) in the entrance and through the outer basin to the head of the project.

(DDs 5497-98)




All soundings are referenced to IGLD, 1985 for Lake Michigan elevation 577.5 ft. above mean sea level at Rimouski, Quebec. Hydraulic corrector 0.3 ft. applied.

The information depicted on this map represents the results of surveys made on the date indicated and can only be considered as indicating the general conditions existing at that time.

Shoals indicate least available depth below LWD

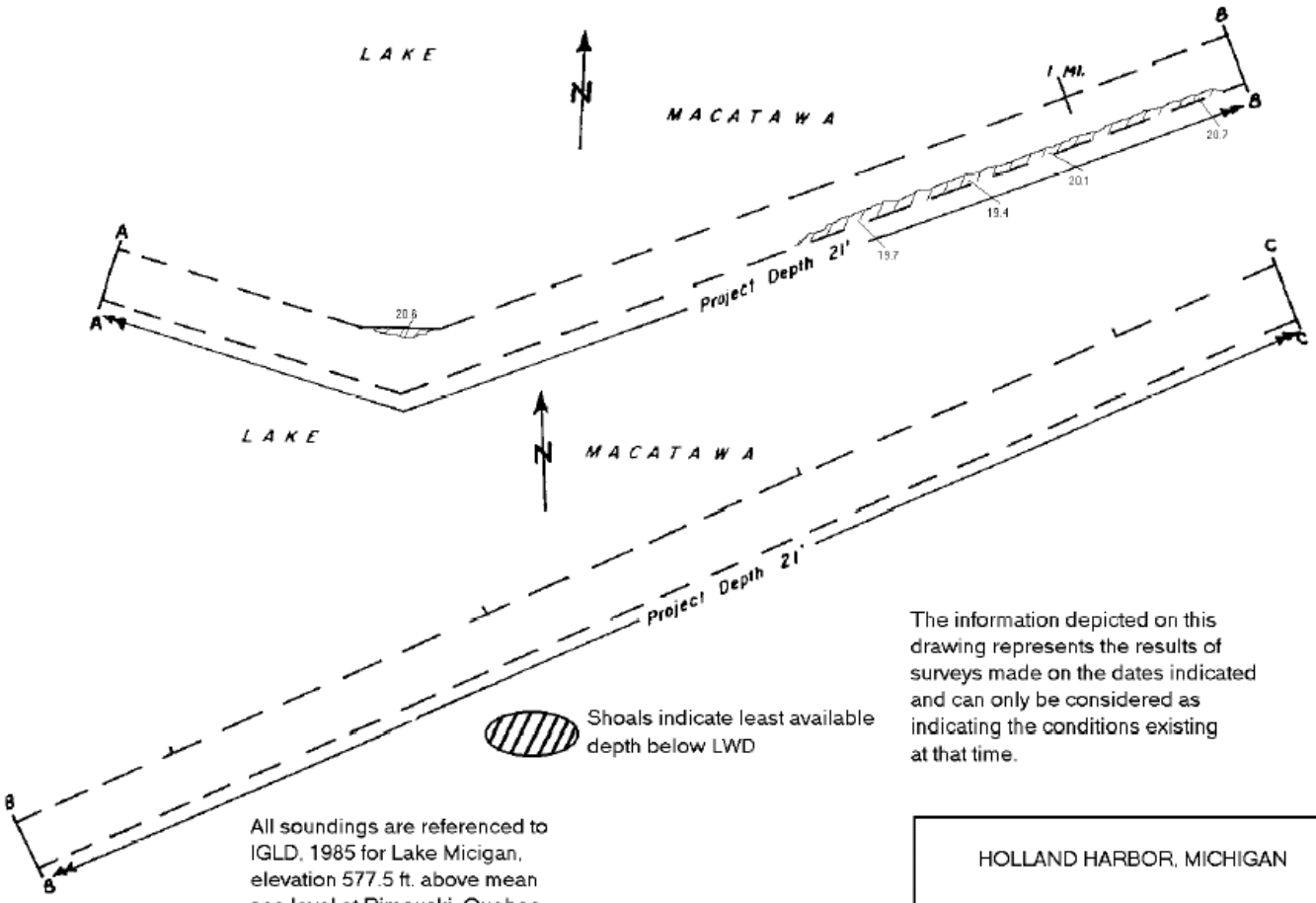
Surveys taken: SEPTEMBER - OCTOBER 2004

HOLLAND HARBOR, MICHIGAN

CONDITION OF CHANNEL

ISSUED: 24 NOVEMBER 2004

**U.S. Army Engineer District, Detroit**




Shoals indicate least available depth below LWD

The information depicted on this drawing represents the results of surveys made on the dates indicated and can only be considered as indicating the conditions existing at that time.

All soundings are referenced to IGLD, 1985 for Lake Micigan, elevation 577.5 ft. above mean sea level at Rimouski, Quebec. Hydraulic corrector 0.3 ft. applied.

Surveys taken: SEPTEMBER - OCTOBER 2004

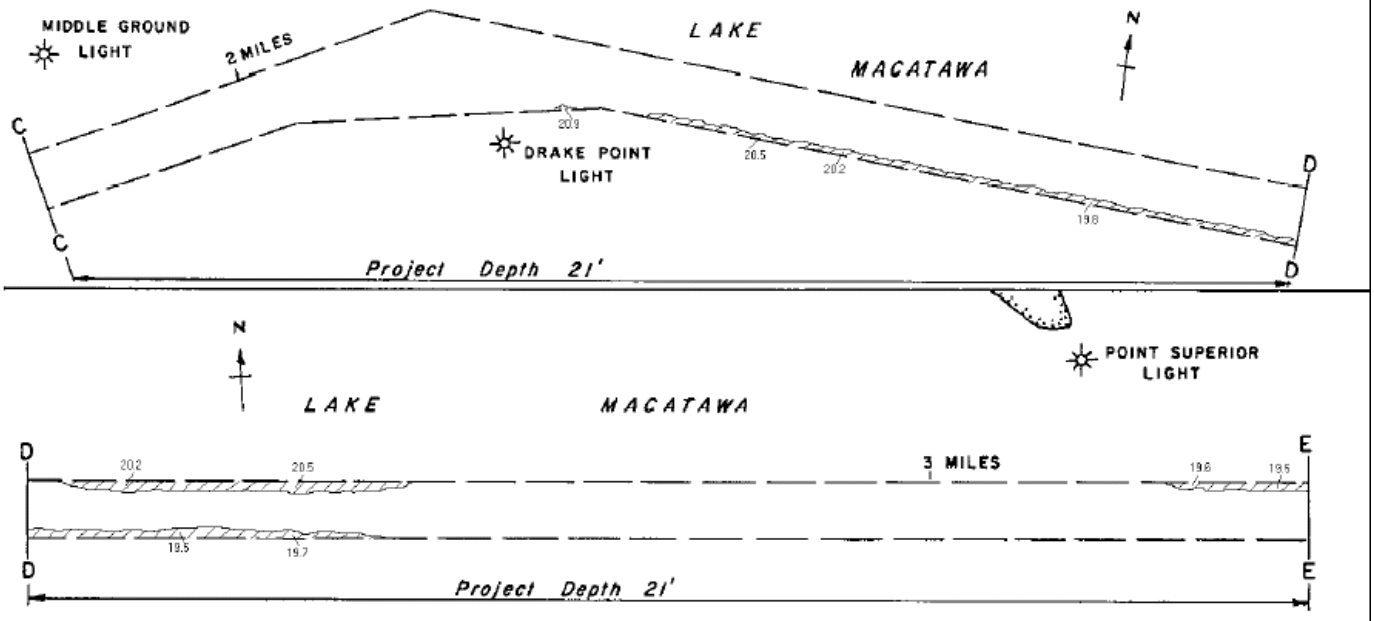
HOLLAND HARBOR, MICHIGAN

CONDITION OF CHANNEL

ISSUED: 24 NOVEMBER 2004

**U.S. Army Engineer District, Detroit**

0holl en2.bmp




The information depicted on this map represents the results of surveys made on the date indicated and can only be considered as indicating the general conditions existing at that time.

Surveys taken: SEPTEMBER - OCTOBER 2004

Ohollen3.bmp

Shoals indicate least available depth below LWD

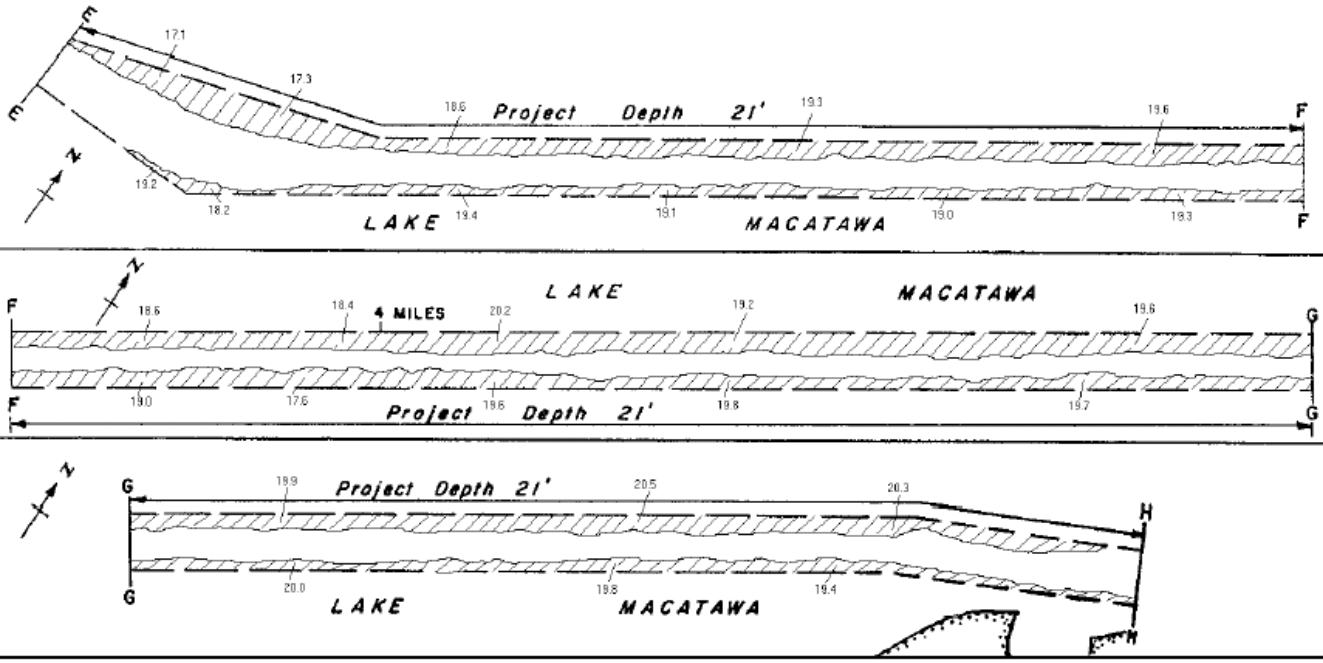
All soundings are referenced to IGLD, 1985 for Lake Michigan, elevation 577.5 ft. above mean sea level at Rimouski, Quebec. Hydraulic corrector 0.3 ft. applied.

HOLLAND HARBOR, MICHIGAN

CONDITION OF CHANNEL

ISSUED: 24 NOVEMBER 2004

**U.S. Army Engineer District, Detroit**




The information depicted on this map represents the results of surveys made on the date indicated and can only be considered as indicating the general conditions existing at that time.

Surveys taken: SEPTEMBER - OCTOBER 2004

Dhollen4.dmp

Shoals indicate least available depth below LWD

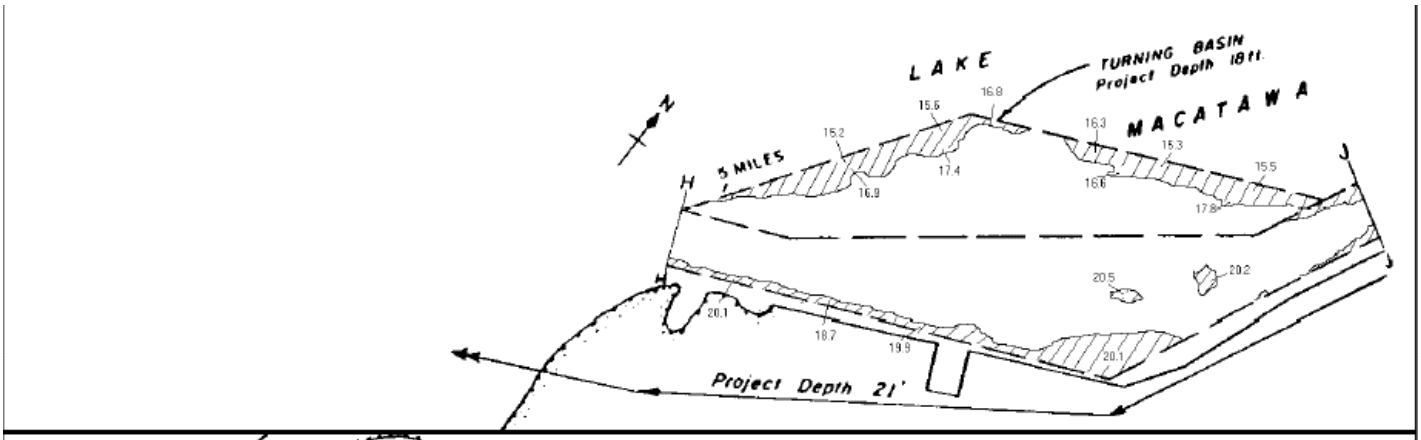
All soundings are referenced to IGLD, 1985 for Lake Michigan elevation 577.5 ft. above mean sea level at Rimouski,Quebec. Hydraulic corrector 0.3 ft. applied.

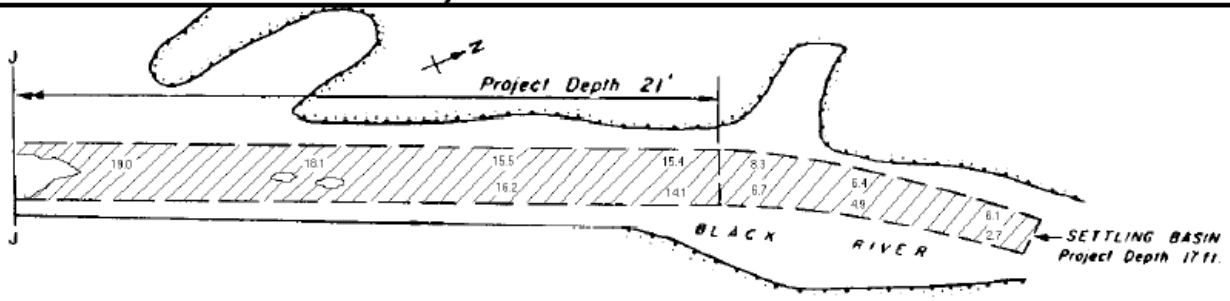
HOLLAND HARBOR, MICHIGAN

CONDITION OF CHANNEL

ISSUED: 24 NOVEMBER 2004

**U.S. Army Engineer District, Detroit**




The information depicted on this map represents the results of surveys made on the date indicated and can only be considered as indicating the general conditions existing at that time.

Surveys taken: SEPTEMBER - OCTOBER 2004

Ohollen5.bmp

Shoals indicate least available depth below LWD

All soundings are referenced to IGLD, 1985 for Lake Michigan, elevation 577.5 ft. above mean sea level at Rimouski, Quebec. Hydraulic corrector 0.3 ft. applied.

HOLLAND HARBOR, MICHIGAN

CONDITION OF CHANNEL

ISSUED: 24 NOVEMBER 2004

**U.S. Army Engineer District, Detroit**